

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:22 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 371 Const Calendar Day: 703 Date: 12-Aug-2011 Friday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:

Federal ID:

Location:

Reviewer: Mathur, Lalit

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 60 - 70 4PM 60 - 70**Precipitation** 0.00"**Condition** Overcast in the AM to sunny in the PMWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Monitored the placement of the S1 Shear Key on top of the E2 cap beam. See photos below for additional details and comments.

- Inspected the grout placement of the E and W Line cable tie down slab annulus between the slab and the cable tie down blockout. I was informed by ABF engineer Zach Lauria that the operation was scheduled to begin at 9:00am, however ABF superintendent Scott Smith started the operation around 7:30am.

Smith Emery technician Sal was there for testing of the grout. He made 3 sets each for the grout batched for both the E and W line cable tie down slabs. Caltrans didn't fabricate any grout cubes for compressive strength testing. An efflux test was attempted for the first batch of grout but failed since the grout was too thick to go through the flow cone. The ambient temperature ranged from 53F to 57F and the grout temperature for the first batch was 70F. The specific gravity for the grout batched was 2.24 and 2.26 respectively for both cable tie down slabs. Placement of the the W-Line began at 10:20am and was completed at 11:20am.

ABF superintendent Scott Smith and the ABF laborers were instructed to place the curing compound on the exposed grout surfaces immediately after the placement of grout. Also to completely mix the grout and add some more water since it was so thick and had clumps seen in the batches. ABF laborers removed some of the clumps by hand before and during placement with the buckets. The ABF laborers began spraying the curing compound on the E-Line grout surface before lunch at noon. Lalit was scheduled to inspect the placement for the curing compound of the W-Line.

ABF engineer Zach Lauria informed me at 2:30pm that ABF was grouting the jacking saddle grout pad between the W2 concrete and the shim base plate. This grout placement wasn't planned and is structurally more significant/critical than the cable tie down cover slab annulus. The same grout and methods of this operation were used for placing grout at the jacking saddle which is suspect for this application. See Abbas Iranmanesh's diary for details on this operation as he was in the field during at that time.

- See Lalit's diary for details on the operation, equipment, and labor of the S1 Shear Key placement on the E2 cap beam.
- See Lalit's diary for details on the operation, equipment, and labor of the E and W Line cable tie down slab grout placement at the W2 cap beam.
- Continued to process the surveying information from last Saturday August 6th, 2011 for the checks on the marks placed by ABF surveyors on the top of the E2 cap beam concrete surface for the Shear Key and Bearing placement.



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Attachment



Most of the grout placed had clumps and was very thick.



ABF laborer spraying the curing compound onto the E-Line grout surface.



ABF laborers placing the mixed Masterflow 928 grout into the E-Line annulus between the W2 concrete and the cable tie down blockout.



Secondary tramway frames at the W2W west deviation saddle installed looking south.



ABF surveyors and ironworkers positioning the S1 Shear Key to the marks placed on the concrete surface seen from the bottom of OBG lift 12W.



The Manitowoc Ringer crane placing the S1 Shear Key onto the top surface of the E2 concrete cap beam

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Masterflow 928 55lb grout bags with a shipping date of 3/11 and use date of 12/11. The grout bags appeared to have been weathered.



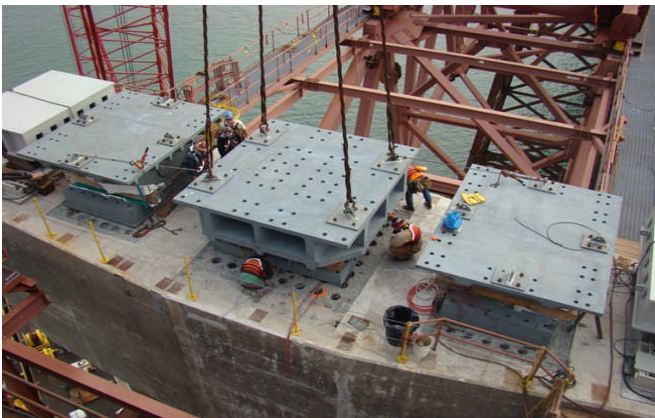
Curing compound Vocomp-20 was used to on top of the grout surface after grouting was completed.



Secondary tramway frames at the W2W west deviation saddle installed looking north.



ABF laborers mixing the Masterflow 928 grout near the E-Line cable tie down slab.



ABF surveyors and ironworkers positioning the S1 Shear Key to the marks placed on the concrete surface seen from the top of OBG lift 12W.